THOMAS GROOM & CO.
STATIONERS,
82 State Street
BOSTON.

[FIC HT 59]

L
19
61

{B. N. Farrens Contract}

E. A. Bond

North Adams

Mass

April 19. 1875

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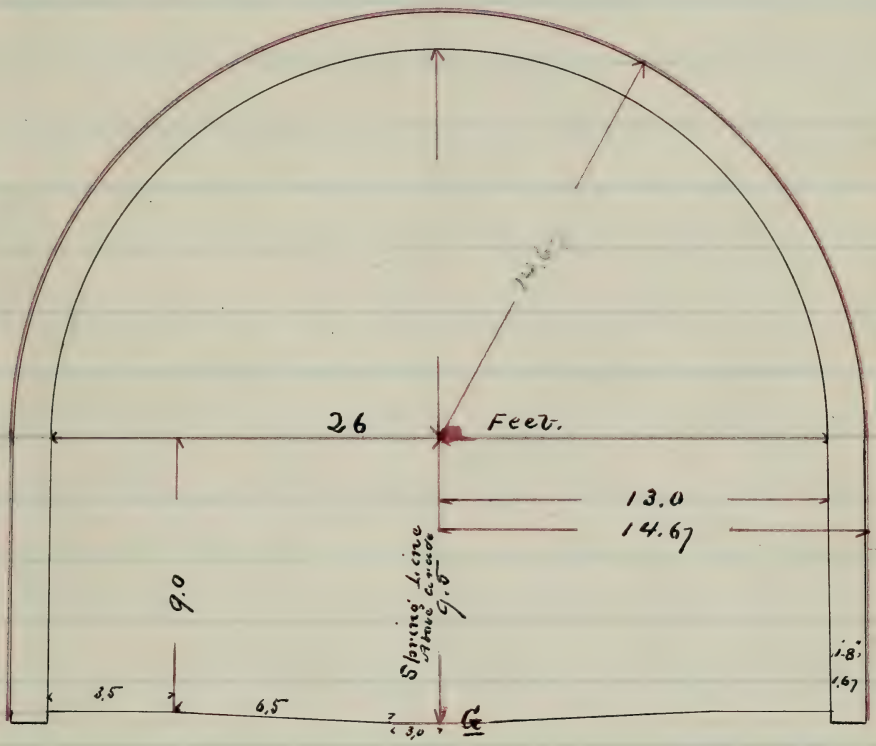


Section Showing for
5 Rings of Brick.
Red Line Shows The
Excavation

April 19, 1875

Benches East of C. Shaft

East.		
Station	12291	827.640
"	11720	824.730
"	11525	824.221
"	11425	823.871
"	11725	824.710

Bench Marks In The West End Sect
With Elevations of Same — Mar 21 1895.

Description	Position	Elevation.
Copper Bolt in Brick		
Pier Sta 140.663	Center	767.147
R.R. Spike 984	N. Side	774.873
" 1254	" "	775.375
" 1650	S "	777.931
" 1800	" "	777.783
" 2000	" "	779.635
" 2200	" "	781.240
" 2400	N "	
Iron Bolt - 2600	" "	
" B 2717	S "	784.309
" B28 2800	N "	
" B30 3000	" "	785.493
" B32 3200	" "	
" B34 3400	" "	
" B 3542	S. "	785.867
" B36 3600	N "	786.352
" B38 3800	" "	787.669
" B40 4000	" "	788.517
" B42 4200	" "	790.596
" B44 4400	" "	790.578

* only Approximate

Benches Continued

B 46	4600	N	Side	790.683
B 48	4800	"	"	791.661
B 50	5000	"	"	793.301
B 52	5200	"	"	794.080
B 54	5400	"	"	796.441
B 56	5600	"	"	797.649
B 58	5800	"	"	798.166
B 60	6000	"	"	799.289
B 62	6200	"	"	799.864
B 64	6400	"	"	801.105
B 66	6600	"	"	801.630
B 68	6800	"	"	802.564
B 70	7000	"	"	803.422
B 72	7200	"	"	804.363
B 74	7400	"	"	804.980
B 76	7600	"	"	806.778
B 78	7800	"	"	807.661
B 80	8000	"	"	808.834
B 82	8200	"	"	808.881
B 84	8400	"	"	810.712
B 86	8600	"	"	812.353
B 88	8800	"	"	812.252
B 90	9000	"	"	813.949

Benches Continued

B 92.	92.00	R Side	815.061
B 94	94.00	" "	816.156
B 96	96.00	" "	815.258
B 98	98.00	" "	816.585
B 100	100.00	" "	818.927

Central Section

B	104.00		820.184
B	106.00		822.037
B	108.25		823.166
B	110.50		825.073
B	111.81		825.046
B	114.00		825.263
B	115.82		826.119
B	117.10		826.556
B	118.75		827.023
B	120.39		829.010
B	121.94	So Side Shaft	830.766

Tunnel East — April 19. 1875 —

For Excavation —

8427 to 8450 = 2,3 Feet —

9564 to 9671 = 107 Feet —

100 — = 130.7 —

Area

9975 to 10002 { Perp. Sec. Cement Tunnel 5 — April } 12 —

9528 to 9671 — = 107

8427 to 8450 — = 23

Section Cut - April 22, 1876

Grade + 4.5

H.R. - 0.23 Below

grade Plus 4 ft at - 8 4 in

R + 30 F = 57

R + 53 in = 4.9 ft

30 .005 − .150 = .155

53 − 5 = .265

023 .15 = .408

107 .005 = .50

7.5 − 4.6 = 4.9 / 8 R 5.7

2.65 × 23 = .0265 + 4.9 = 4.9735

49 .22 .15 = 5.327

4.9 .15 = .735 + 24.1 = 5.3935 − 5.327 = .0665

49 .21 = 5.145 + .15 = 5.295

49 .23 = 5.127 + 24 = 5.295

30 = 5 × 6

45 + 53 = 439

Excavation -

Port of Shaft -
Excavation
11950 to 12000 and not finished
Ribs commenced morning
of 23rd April.

East of C. Shaft -
Sides and Bottom
Finished Days Shift of -
22nd April - 8427 to 8430 = 2 ft.
Trucking Shift (Night) Trimmed
off Bottom to Rib 9975 to 10000

West of Shafts - Central
Sections From 11730 to 12007
11730
277 Ft.
From Nfrnl 2.3 - 10 Sfrnl
Sfrnl 24 - Drift 23 -
Holes av. 4 ft - 6 gang 2
2 Shafts -

Make Template 3/4" Plywood

East of Bluff —

Ref Evelyn 9525 to 9675

Course N 3° W 2 Miles at Elev 9590

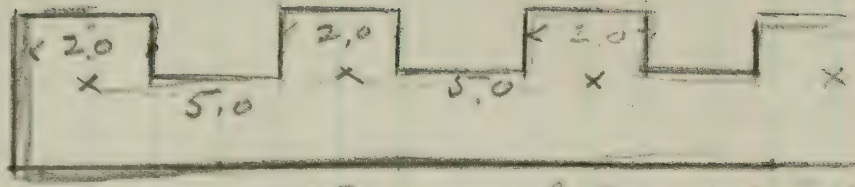
N 3° W 2 miles at Elev 9641

Advanced on 4 days

51 Feet

Will Take 3 Bluffs more or

Complete this 51 ft by Tommy -



Plan of Compound wall.

Elevation of Compound wall

Dia. 19.3.3

+

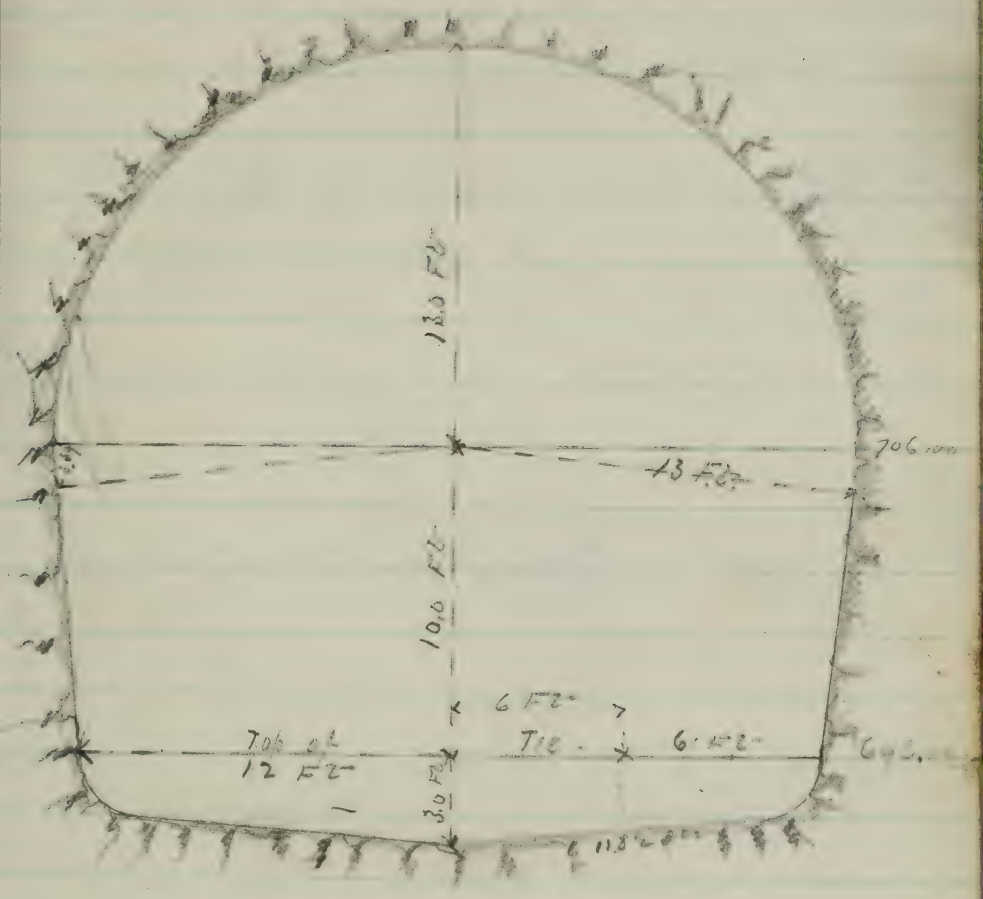
$$12)\ \underline{20}(1.666$$
$$\underline{12}$$
$$80$$
$$\underline{72}$$
$$80$$
$$\underline{72}$$
$$8$$

Little Tunnel.

Sta.		Right Hand Rail to Base Line Inside	Elevation Rail —
West	86	2.35	703.27
	76-50	2.23	703.82
	66-50	2.09	703.82
	56	1.80	
	47	2.03	
	36	2.22	
	26	2.31	
	16	2.36	
	6	1.90	
	0	0.20	

Note From Mr. Blair April 27. 1875

Spring Line above Rail. Prouts-	Distance From meter of Rg" to Rail & New Curb Line	
2.73	5.97	
2.18	6.33	
2.18	6.23	


13.5 FT
13 FT
10.6 FT
6 FT
Tie
6 FT
12 FT
3.0 FT

Cells Pinned April 27-1895

B. on Rail 86-

P. +

H.T.

P. -

- 25

- 50

- 75

703.27

3.30

707.07

3.45

707.62

707.87

702.37

702.12

702.95

707.07 707.07
320 312
7028.87 7025.95

706.07 706.07 707.07
320 312 2.05
7028.7 7025.95 7025.02

Distance from Engine to Park
6.21
6.33
6.35

Spring Line cum Rail 3.35
" " 3.15
" " 3.05

311
313
.75
7.60
7032.7
2.7

733
2.1
.65

Little Tunnel -

B on Rail 86 - = 708.27

R + 2.80

H R 707.07

8.6 701.27

- 2.5 = 708.62

- 50 = 708.57

- 75 = 708.32

- 100 = 708.07

Aug 1 1875,

Dist R R Cross of Little Tunnel - 75 ft from 86 -

Last Notes of Eastbound in Enlargement of Little Tunnel by B. N. Co. Contractors

May 1st 1875

HR 7°7.07 7°7.07 7°7.07

R 5 4 5 R- 5.2 0 R- 2 1 2

7°8 6 2. 7°8.8 7 7°8.9 5-

	2.73		5.97
Rising Low water Mark	2.38	Dew-point	6.2
" " " "	2.13	" "	- 0.38
" " " "	2.05-	" "	6.84
	2.13		6.24

7°8.1 7°8.8 7°8.5-

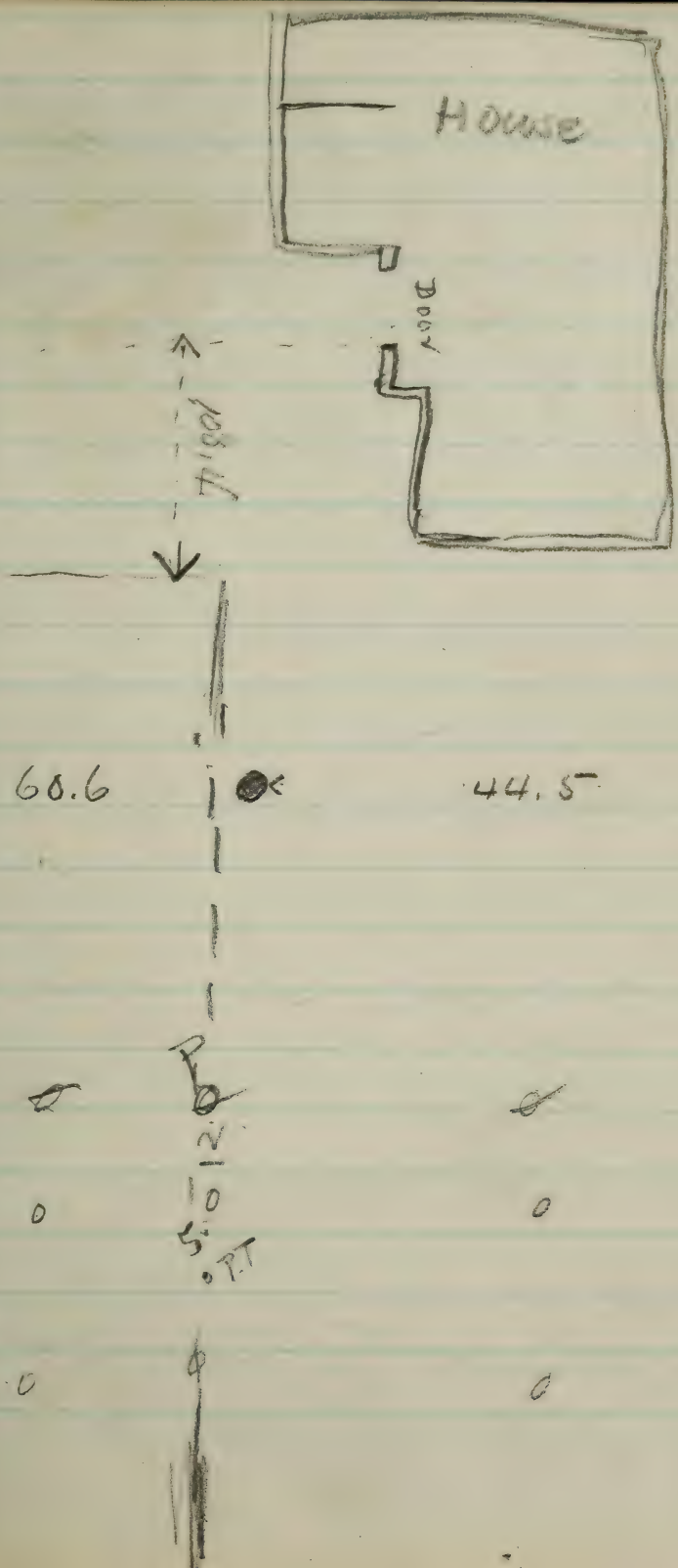
2.1 2.13 7°8.9 5-

2.05-

-100	624	>	
-75	6		
-50	6	>	
-25	6	>	
00	< 5.97	>	

Got hurt by fall
in Stroope Tunnel
May 3. 1875

This book in my
pocket


House
Door
Flood
60.6
44.5
P
2.0
5.0
P.T

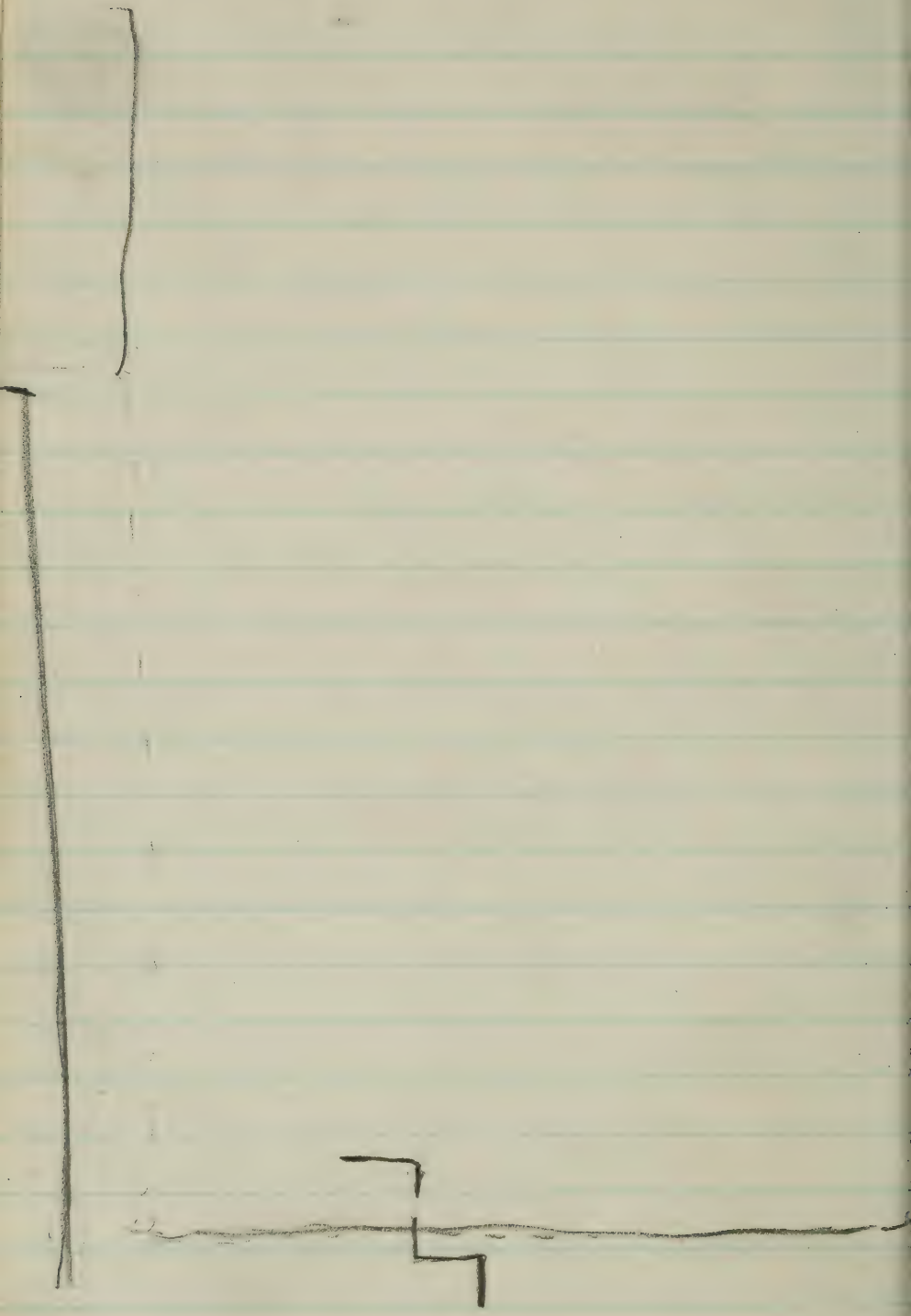
Pick Up Finish

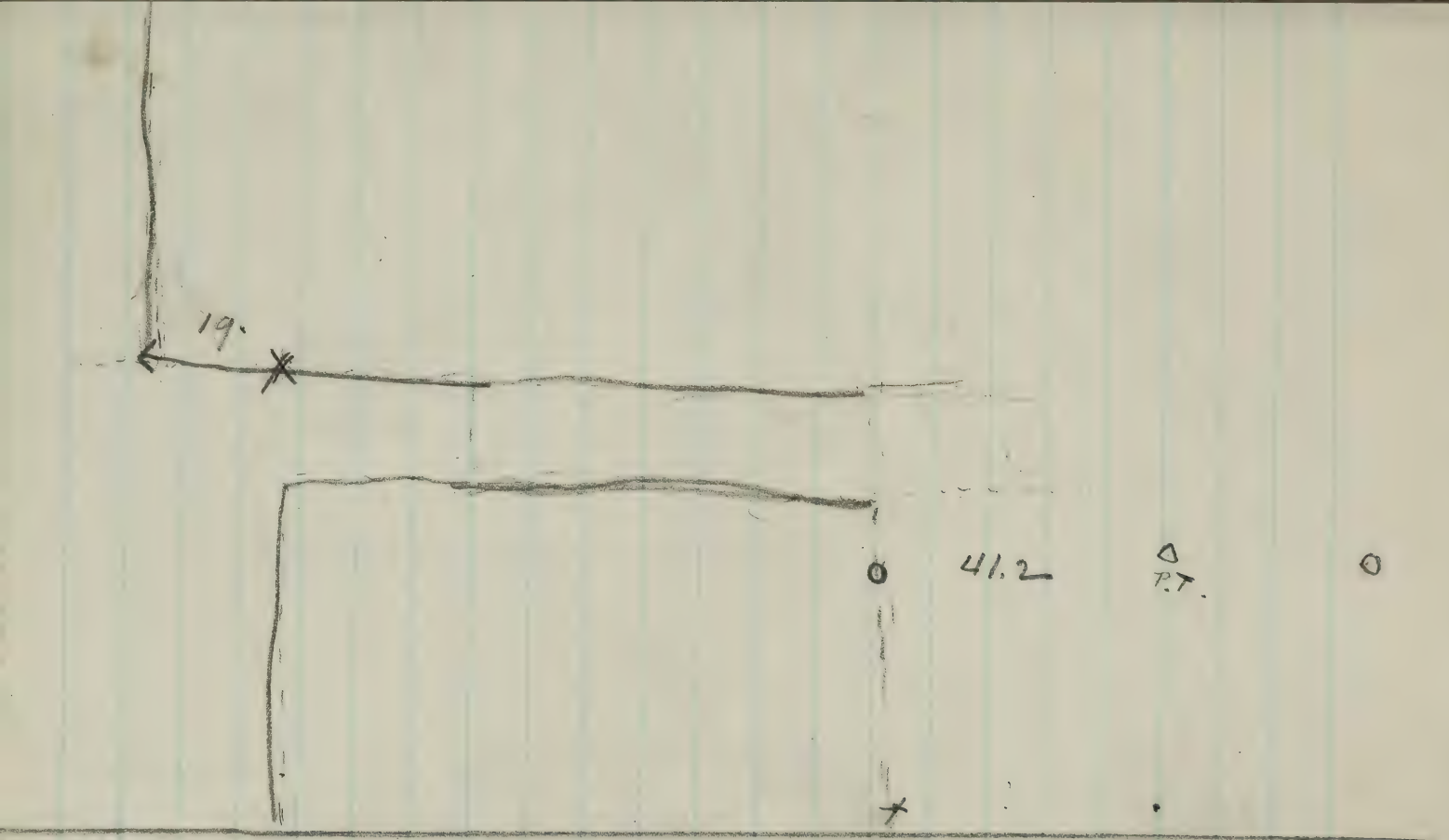
Picnic Area
30-
0
21'

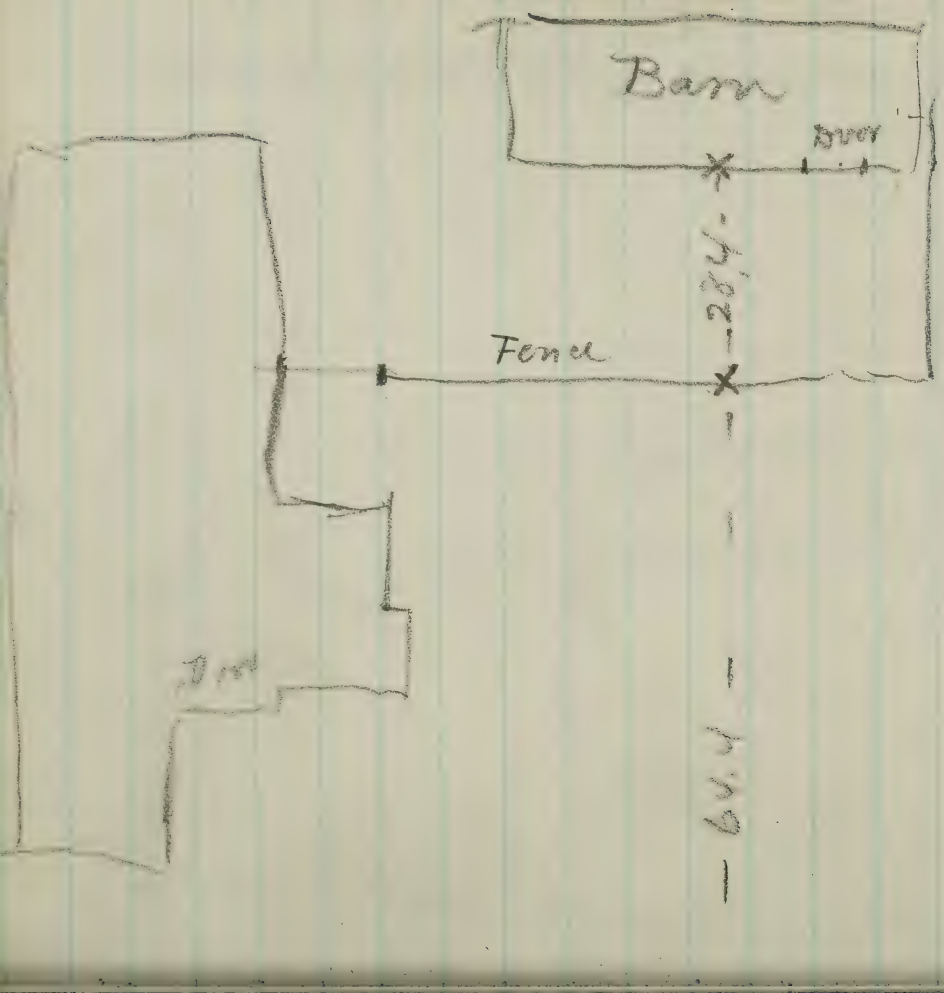
21 0 9.

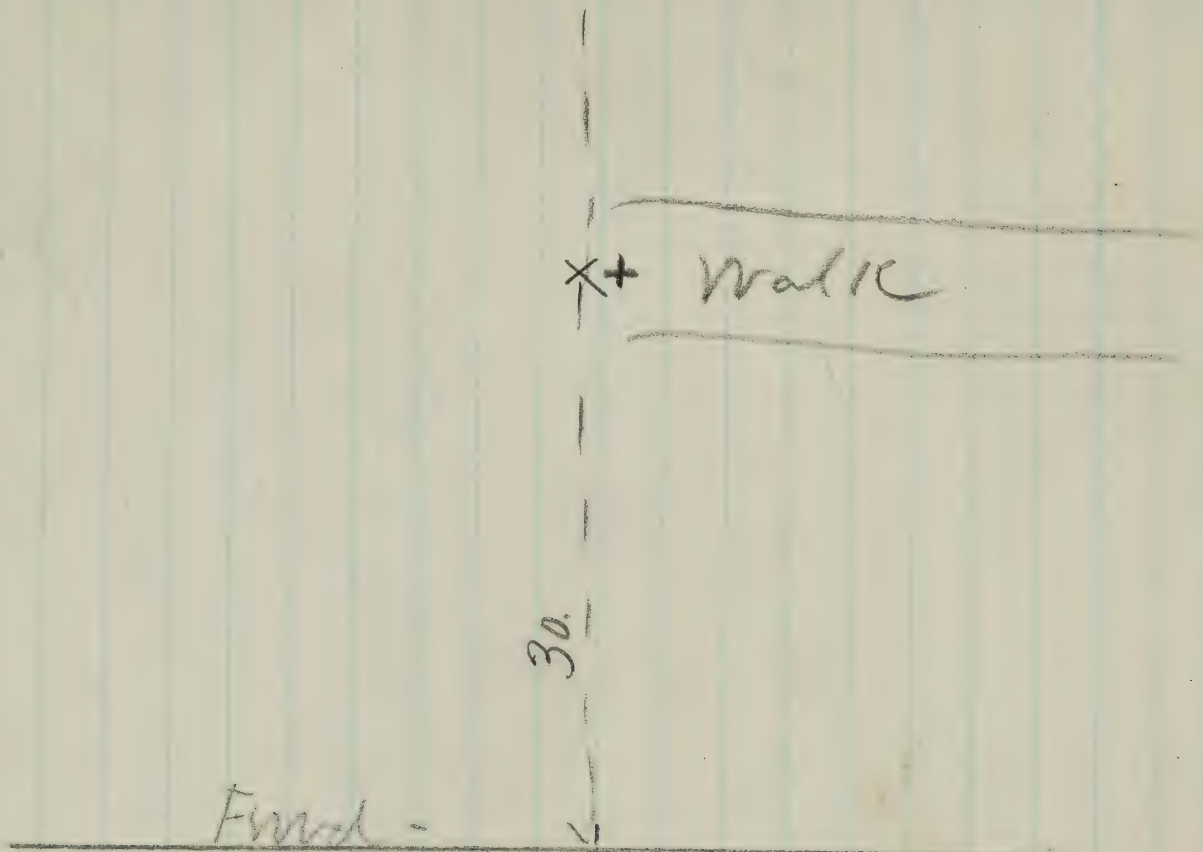
49. ⊙ 57.

Board Fence




19.
41.2
P.T.


Barn
Door
284'
Fence
Dirt
Dirt


Wall
30.
Fence

Mailing at -
Brick Section
April 28.
2 Minutes From 10 P.M.
to 6 P.M. 8 1/2 each
April 25.
Carleys Mill

April 29 - Minnie
2 Minutes 8/2 to 10 P.M.
(Se Side)
2 Minutes 1/4 of 3 to 6 P.M.

Material Received in Town
April 1875—

28th Roof Engt— 3 Trees Shearing
Hammers
2 Pole Pieces
1 Bar 10 F 1/2" R Iron
Iron Engt—
1 Shearing Hammer
Connecting Wire 2d Order—

29. Office Engt—
2 7/2 Hammers

Cerebral Pulp
April - 24 - 1876
Mrs. Cuddy —
it have moved
the Fibres in the Cerebrum
to day - Will you
Commence at - 12007

Hand - For Removing
Loose Rock in Large Tunnel -
Afmk 2-7-187 -
4 Pole Kinks
4 Drill Bars { 3 - 7½ ft - 1¼"
1 - 6 ft - }
12 Steel Wedges 2" long (4 Steel
2 Sharpening Hammers -
Bars to be Sharpened on one End -

Hand - for Roof Only? -
Afmk 2-7 - 6 - 6 ft - Drills -

Want for Rick Engt-
1/4 Doz - 7/- ℔

Wants for Roof Engt -
5 Thatching Pammins
7½ ℔ Wrought Iron
Want - 2 Picks - Pole
Picks one Side metal
Pammins -
1 Bar 10 ft - ½" Round Iron
for Scrapers -

The above ordered
Bfast - 24/10/15 Engs of Class Corn

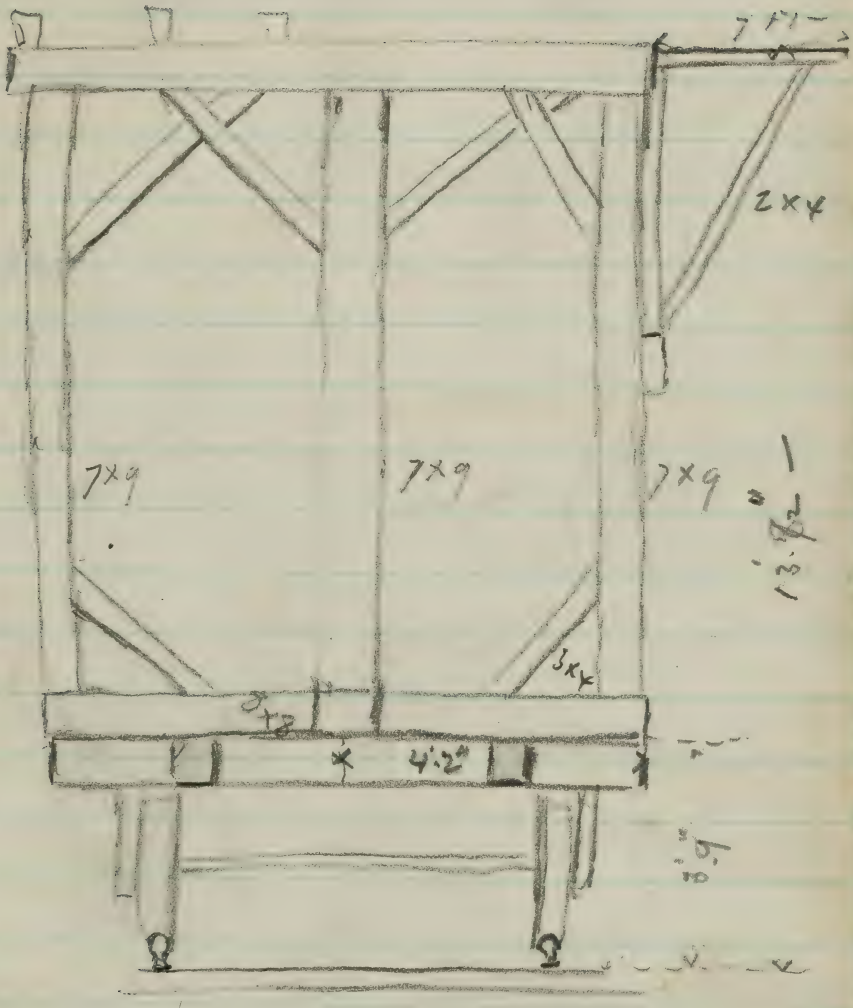
Bfast 28 - Want for Roof
Engt - 1 Doz 3 foot - Drills
1½ Shank -
1 Doz 3½ to 6½ - 1¼ Shank

Want for Side Engt -
1 Doz 2 in Planks 10 15
12 ft long -
33 Hoops for Side Ladders
at Corn Engt -

Ordered of Brown Bros -
April 28 - 1875 -
1 Electric Battery
500 ft. Leading Wire
5 " Explosives
4 " Leading Wire -
By Order This day
of B. N. Pierce
Rec'd on Tunnel
April 24 - 7 1/2 Opr

Centre of Tunnel - to Centre of -
Rails 5' 9" -
Arching Width of Invert 9 Feet -

8x8
2x4
3'-9"


2x4
7x9
7x9
7x9
3x4
4'-2"

April 22. Broke
Mud - 97 - 00

From Side of Road - to - out -
side Car 12' 6"

From Engine to Car - 2.7

Oil Cloth —

April 29 — Am. L. Pant + Coat —

L E Blanchard

Must-can the Regiments-
are to Footing of Points
Wood—

April 20.

Wand- to Nat—Bottom in Sides
at—9½-

Bot- Small Fingers ready to Run
in afternoon— Little Round—

James Vivian

9.50
29.2
6.58

175
4
$7.50

59 110

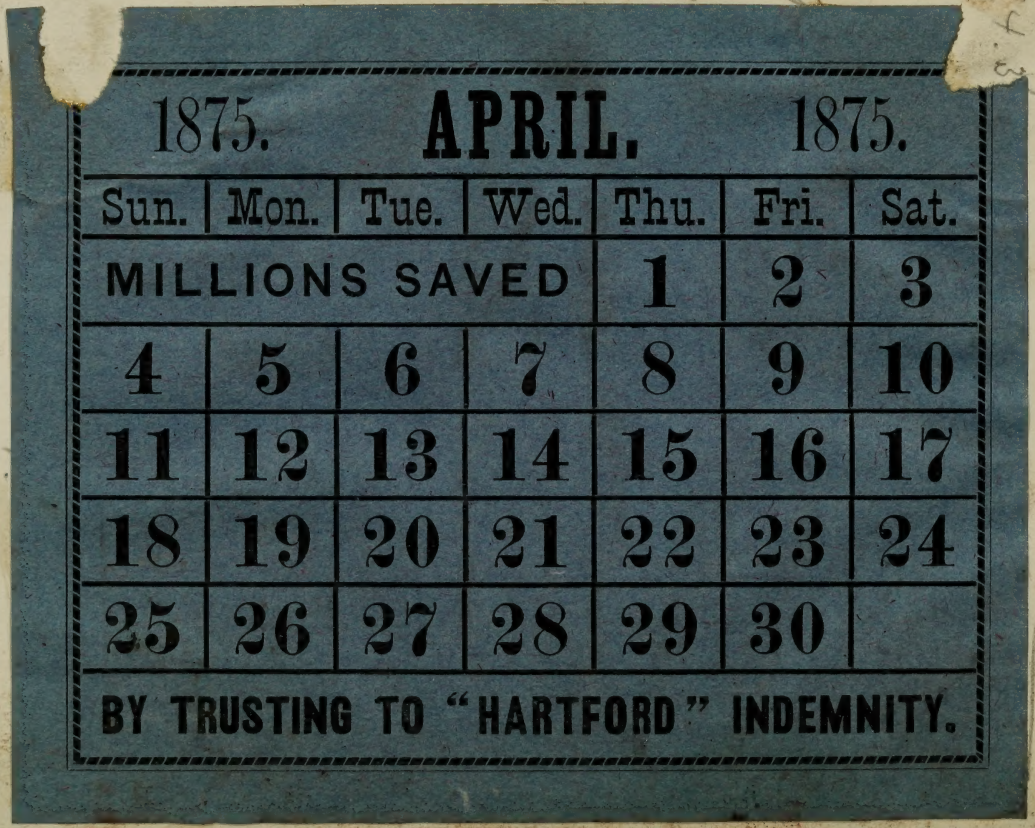
12000
11,951
277

9700
59
9641.

13,00
88
12.12

9700
110
9590

9590
to 9641
051



1875. **APRIL.** 1875.

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
MILLIONS SAVED				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

BY TRUSTING TO "HARTFORD" INDEMNITY.

FELL IN TUNNEL

1875.		MAY.				1875.
Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
"THE HARTFORD" ADJUSTS						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	Equitably and Pays Promptly.				